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CONGRESS IN ITALY.

[Correspondence of the N. Y. Times.
Bivio, (Lago Maggiore,)
Monday, July 18, 1859.

I write to you from Como yesterday, giving [illegible] of my personal movements and observations, and resumed the immediate seat of war from the day of my visit to the French headquarters then at Cavriana. Subsequent events—the armistice and the peace—coming in quick succession upon each other's heels, have altered matters from that quarter of their primal interest. The eyes of the world will no longer watch the movements of contending armies in Central Italy. The chief care will henceforth be the settlement of opinion, and the movements of Garibaldi will absorb more attention than those of Napoleon. Still there is much in the present condition of the section of the country I have traversed, and more further notes of the same general character as those I have sent heretofore may not be wholly without interest.

I wrote you, I believe, that on returning from the French headquarters the second day after the battle, we stood over night at the little inn at the entrance of Castiglione. The war had swept away everything eatable, and the departure of the troops had left the over-gorged and pampered dogs in a state of almost rage and despair. They eagerly welcomed the advent even of three hoped travelers—more weary, and, if possible, more hungry than themselves—and whatever might be an opinion of the hotel in other respects, we had no reason to complain of any lack of hospitality on the part of their portion of the attendants. The fleas of Italy are as eager and as excellent race. They monopolize, apparently, all the vigor and energy of the country—if the rest of its people then were as active, as resolute and as persevering as they, Italy never would have needed French allies for the achievement of her independence. No oppressor could have kept his foot-hold on her soil for a single season. The next day we drove to Lonato. The day was hot,—the sun blazing, and not a breath of air stirring. The village of Castiglione was deserted; not even a wounded soldier now hobbled over the streets which but a day or two before had been crowded to suffocation. All who could possibly be moved had been sent forward to Brescia and the larger towns,—but the Hospitals and churches were filled with those to whom but a few hours or days of life remained, and whose only removal would be into the rude and unhonored graves which were already yawning for their reception. Like all the roads in Europe, the road to Lonato is broad, hard and perfectly smooth. Little country paths cross it constantly and lead off into the grain fields and mulberry orchards of the peasants, and the sound of gurgling water falls constantly and pleasantly upon the ear as you push along under the melting sun. It is wonderful to what an extent cultivation has been carried here. On each side of every country road runs a stream of water—brought to it from the great canals made expressly for the purposes of irrigation,—six or eight feet wide and three feet to three feet deep. These streams cross each other at the crossings of the roads, and form the only way in which pedestrians can pass it upon the planks which have been thrown across. Gates are placed along at intervals, and the water is raised or lowered by them at pleasure. When it rises, it flows into the adjoining fields, and fills the furrows between the rows of corn, and saturates the soil, which is thus preserved from the ruinous effects of the long droughts which prevail here in midsummer. Along the sides of the streams are hedge-rows,—and trees abound over the fields, which are thus sheltered from the excessive heat. The farm houses are low-roofed and surrounded by trees,—but everything around them is loose, dirty and unattractive. Neatness seems to be no part of the Italian character. But everywhere the peasants, men and women, were at work,—harvesting the grain or plowing the fields for another crop. They were invariably polite, and seemed to have neither information nor curiosity concerning the war, although they must have been within sound of the cannon during part of the day of Solferino. While F. and I were walking from Castiglione to Montechiaro, on the day after the battle, we lost our way two or three times among these winding country roads,—which are often nothing more than paths for cattle and for drawing in the loads of hay and grain from the fields. The peasants always answered us with equal civility, and more than once walked a quarter of a mile to point out to us the right turn, or to direct our attention to something which should serve as a guide.

We approached Lonato by a rising road,—over which half a mile out of town the Railroad from Brescia to Peschiera is carried by a long viaduct some seventy feet high, which the Austrians had not destroyed, although they had broken down one or two smaller bridges not far away. The village stands upon high ground, and at its left rises a hill surmounted by the long, low, thick walls of some old fortifications, affording an excellent position for an army. It was here that the Austrians on their first withdrawal from Brescia resolved to make a stand against the French. The hill overlooks the road leading from Brescia,—which is carried along for some two miles on the top of an embankment from ten to twenty feet above the level of the surrounding plain. On each side of this road for the whole distance were two rows of splendid poplars,—affording a delightful shaded sidewalk on both sides the road, for the use of pedestrians. The Austrians had planted their cannon on the heights of Lonato, and in order to have full sweep at the French, who were expected to advance along this road, they had cut down every one of these trees and tumbled them over into the fields below. The stumps still stand,—permanent monuments to the vandalism of the Austrian army. The Engineers of the army were not satisfied of their ability to hold this position and were disconsolate fearful that the French might reach Lonato by the road that leads directly from Brescia to Castiglione, and thus cut off their retreat on the Mincio. They accordingly abandoned Lonato and took the more advanced and certainly much stronger position afforded by the hills about Castiglione. We drove directly through Lonato to the fine, beautiful little town of Desenzano,—upon the west borders of Lake Garda, and then the head quarters of the Piedmontese army. The town was filled with their wounded, who still continued to be brought in from the field,—not in the rude open ox-carts of the peasants, like the French, but in covered ambulances, made like our omnibuses and well supplied with cushions and with springs. Down by the lake-side, fifty or sixty women were busy washing out enormous heaps of clothing of the wounded soldiers, and as they threw them in, the clear, pure water of the lake was discolored for yards around by the blood they had soaked up. We stayed in Desenzano only long enough to dine and rest our horses. After dinner, we went into the open court below, which, as in most Italian towns, serves for stable, restaurant and saloon, and while sipping our coffee, were very politely approached by two stately and magnificent *gens d'armes*, who informed us that as we were within the lines of the Sardinian camp, we were expected to have some authority therefor. We told them we had none, but as proof of our not being spies our passports were at their service. As they bore the *visé* of the Sardinian Minister at Paris, they were declared satisfactory after [illegible] but the officers advised us to apply for a *laissez passer* if we wished to follow the army as we go any further towards Peschiera. As this was no part of our intention, we did not act upon their suggestion, but finished our coffee, paid our bill and proceeded to Rezzato.

The town was bustling as usual. The wounded soldiers crowded every accessible building and received the zealous and unremitting care of the citizens. The Hotel Royale—the most pretentious inn of the city, and the worst hotel of any city, so far as my observation goes—was filled with anxious and hungry people, and the two waiters, who constituted the whole staff of the establishment, were kept more than usually busy in making promises which they never fulfilled, and in going for food which they never brought. We waited an hour and a half for a cup of tea, and in despair sallied out to a restaurant where, in response to our demand, they set before us tall glasses, filled with weak, warm, sweet lemonade, into which had been infused the faintest possible flavor of poor Bohea. We found four of our countrymen here on their way to the seat of war. They had started from Paris before we did, but had consumed so much time in waiting upon the authorities of the several cities to get permission to go further, and in getting letters which were to place them on a proper footing at head-quarters, if they should ever be fortunate enough to arrive there, that they were just too late to see the battle. We rehearsed to them our experience in the matter of documents, and they concluded to take a carriage early in the morning and drive on until somebody should stop them. I presume they have not been asked for their passports to the present time; for, as the Austrian authorities had been driven out and the new *régime* was not established, there was nobody left to insist upon such formalities.

We left next day for Bergamo; and it was only after we had passed some distance on the road that we began to lose sight of symptoms and indications of the war. We saw no more wounded,—met no trains of ammunition wagons, and at last missed the sight, which has been before our eyes since crossing Mount Cenis, of enormous cart-loads of boxes, marked *biscuit*, trailing along the road. The country seemed to have entirely resumed its usual quiet and peaceful appearance. The peasants were busy with their harvests:—the little villages swarmed with the lounging, loitering population which some *fête* day or other had brought together, and the hotel-keepers were bitterly bewailing the utter absence of their usual Summer travel. Upper Italy is indeed almost wholly empty of tourists this season. Of English, there are none to be met, and it is only now and then that the more courageous Americans have ventured as far as Turin or Milan and thence to Como and the Italian Lakes. Yet there is not the slightest difficulty in traveling in Lombardy, except in the immediate vicinity of hostile operations. From Milan eastward the railroad was closed to ordinary business traffic for two or three weeks, in order to facilitate the movements of the army;—but this motive has ceased and the road is again opened to Brescia. At several points on the line of their retreat the Austrians destroyed the bridges, both of the railroads and of the common roads; but this difficulty is surmounted by transferring passengers from one train to the other over temporary bridges thrown across the rivers for this purpose. The *statu quo ante bellum* rapidly follows the advance of the French army, and a very short time will now elapse before trains will be again transporting travelers as usual to Peschiera, Verona and the Adriatic.

Bergamo is a picturesque town—or rather *two* towns:—for the upper and older part,—which is upon a high hill and overlooks the other as well as the whole plain below,—is entirely different from it in character and in the temper of its people. It is the "old fogy" portion of the city—the lower and newer part monopolizing the activity, the enterprise and public spirit of the whole. It seems to be a strong town and the Austrians were expected to make a sharp fight for it,—but they were driven out of it with very little fighting by Garibaldi and his *corps*. We bargained with the keeper of the *Hotel d'Italia* for a carriage to Como at 40 francs, and started off. On reaching Lecco our driver coolly told us that *that* was the end of his route, and we found on examination that the swindler at the hotel had actually written *Lecco*, instead of *Como*, upon our receipts. We accordingly paid 40 francs more for another carriage to finish the trip. The ride is certainly one of the finest in the world. For a long part of the way we had Monte Rosa and the great chain of snowy Alps to which it belongs in full view, and for the whole distance the broad, rolling plains of Upper Lombardy were spread out beneath us. We found peaceful little Como in considerable commotion. Garibaldi's exploits here had roused the war feeling to fever heat. There was great exultation over Solferino, and crowds gathered on all the public places every evening to read the fresh proclamations, to sing patriotic songs set to bad music, and to admire the daily muster of militia and the unmilitary but zealous manœuvres of the National Guard. In all the towns through this section this arm of public force has been extemporized. It consists principally of lads of 14 and upwards, and reminds me very forcibly of the old-fashioned militia of our American rural villages. At 9 o'clock every evening two or three blaring trumpets lead the regiment of the National Guard—all in citizens' dress—through the principal streets of the town, and change the guards who are stationed at all the public buildings and at the corners of public streets. Several times while at Como, I came very near having my eyes put out by the bayonet of the beardless youth who mounted guard at the door of my hotel, and who seemed to be constantly in a profound state of doubt as to the proper method of handling the deadly but novel weapon which public duty had put into his hands. At irregular intervals it appeared to occur to him that it should be held perpendicularly. But this idea never lasted long, and its general position was *horizontal*,—across his shoulder; so that when he wheeled at the end of his beat, the point of the bayonet described the arc of a circle something like ten feet in diameter,—the weapon sweeping the whole of the intervening space. He might not be very formidable to the enemies of his country,—but pedestrians in his immediate vicinity were certainly exposed to more than the ordinary perils of war. I thought myself fortunate to have escaped the dangers of Solferino, and to have survived the famous retreat from Castiglione:—but my special gratitude is reserved for my deliverance from the National Guardsman who watched over the safety of my hotel at Como.

Throughout all this northern portion of Lombardy, the popular feeling seems to be very warmly enlisted in the war. It is everywhere regarded as a War of Independence,—of deliverance from Austria, and as the beginning of a new national existence for the Italian States. In the strictly rural districts, among the farmers and peasants, so far as I have been able to see, there is no very active interest in the movement:—this class of people is now, as it always has been, comparatively indifferent to political changes. Nor have the peasants any special hostility to Austria. Her yoke has not fallen heavily upon them. Their taxes have been light,—they have not been molested by officials, and as they never care to write, or speak, or even read, they do not find their liberties curtailed in any perceptible respect. They work by day and sleep by night, and it makes very little practical difference to them whether the laws under which they live, but which they seldom feel, and know next to nothing about, emanate from Vienna or from Turin. It is in the towns and large villages, like Bergamo, Verona, Como, Lecco, &c., &c., that political activity finds its life. It is the mechanics and tradesmen, the clerks, supernumeraries and young men of all classes and conditions who keep up political agitations here, and constitute the public sentiment of the country. They are intelligent, public spirited and adventurous, never fond of much government of any kind, and most at home in social storms and civil tumults. They have a good deal of patriotism and still more love of excitement; and each of these passions (for with an Italian both are passions) feeds the other. Garibaldi is their great hero. His character—dash, reckless and dashing—suits them exactly; and it was in this region that his most striking exploits at the opening of the war were performed. His name is twice as their lips where the King's is once; and after the war is over he will be stronger than ever in their affections. He will have acquired an influence throughout Italy which cannot safely be disregarded.

From Como we came by carriage to Laveno, on the eastern shore of this arm of Lake Maggiore, and thence across it to this little town in a little boat. We passed the famous *Isola Bella* and stopped to visit its expensive and ridiculous garden on the way. We are quartered here for the night, and in the morning shall post across the Simplon *en route* for Geneva and Paris.

Yours, &c., H. J. R.

INTERESTING FROM ARIZONA.

Particulars of the Duel Between Lieutenant Mowry and Mr. E. E. Cross.

Correspondence of the New-York Times.

Tubac, Arizona, Saturday, July 9, 1859.

The latest exciting intelligence in this region is an "affair of honor," which occurred yesterday, between the Hon. Sylvester Mowry, Delegate from Arizona, and E. E. Cross, Esq., editor of the *Arizonian*. Mr. Mowry was the challenging party. The difficulty arose from certain personalities in communications to the Press, which both parties felt called upon to notice. They fought with Burnside rifles, at forty paces. The rencontre took place at 5 P. M., in an open field on the outskirts of Tubac, in the presence of a number of spectators.

Mr. Mowry's second was Mr. George D. Mercer, Capt. Jno. Donaldson, United States Collector of Customs at Calabasas, acted for Mr. Cross. The principals took their stations, and the word was given by Mr. Geo. D. Mercer, Lieut. Mowry's second. Three shots were exchanged without effect. Upon the fourth round the cap on Mowry's rifle did not explode, while Cross' ball whistled harmlessly past his antagonist. Mowry held his rifle still leveled, as an indication that he had not had his shot, and many, not understanding the code, supposed that he designed trying it again. Several grasped their pistols, as if to shoot him down, and there were cries of "Hold your fire!" "Don't shoot, Mowry!" Cross stood perfectly calm, awaiting the result. Mr. Mercer advanced, when Mowry lowered his rifle and handed it to his second. They still claimed their shot as a right under the code. Mr. Cross unhesitatingly expressed his willingness to grant it, but his second demurred. *After conferring with several gentlemen familiar with the Code*, who agreed with Mr. Mowry that he was entitled to the shot, Capt. Donaldson acquiesced, and Mr. Cross, handing him his rifle, folded his arms, apparently unconcerned, and faced his antagonist.

At this stage of the proceedings the spectators became terribly excited. Many, perhaps a majority, thought it unfair, and some spoke of putting a summary stop to the whole affair, but upon learning that those present supposed to be best acquainted with the duello had declared him entitled to it, they reluctantly fell back. At the word, Mr. Mowry fired in the air, and declared himself satisfied. Mr. Cross had stood directly facing him, not knowing that he could rely upon his generosity to decline firing upon an unarmed foe, valued at the death, and did not perceive a nerve trembled—not a single evidence of fear was displayed. His antagonist was completely unmanned. Tears sprung into his eyes, and all enmity vanished before such an exhibition.

Mr. Mercer, Mowry's second, crossed the field, and taking Cross by the hand, informed him that Mr. Mowry was satisfied. They started forward to meet Mowry, who was advancing, and after shaking hands, they stood for some minutes to receive the congratulations of their friends. Both are good shots, but there was a very strong wind at the time, making good shooting impossible, especially with the weapons chosen. The Burnside rifle weighs but 7½ lbs., is short and not well balanced. The ball is a large slug over one ounce in weight. They will project a ball 1,000 yards, and like all guns ranged for long distances, are not well adapted for close shooting. Mowry's first shot grazed his antagonist's ear, causing an involuntary dodge, just perceptible, and Mr. Cross' second shot caused a similar movement on the part of Mr. Mowry.

All differences have been satisfactorily and amicably settled between them, much to the gratification of the whole community.

The following cards give the exact facts of the case:

A Card.—A difficulty having occurred between the Hon. Sylvester Mowry and Mr. Edward E. Cross, Editor of the *Arizonian*, in reference to certain publications made by both parties, Mr. Geo. D. Mercer acted as the friend of Mr. Mowry, and Capt. John Donaldson as the friend of Mr. Cross. Mr. Mowry being the challenging party, no compromise has been effected, the parties met on the 6th instant, near Tubac, upon Burnside rifles, distance forty paces; four shots were exchanged without effect; at the last fire Mr. Mowry's rifle did not discharge. It was decided he was entitled to his shot and Mr. Cross stood without arms to receive it. Mr. Mowry refusing to fire at an unarmed man, discharged his rifle in the air, declaring himself satisfied. The above statement appended, signed by the principals is approved by the undersigned.

GEORGE D. MERCER,
JOHN DONALDSON.

Tubac, Arizona, July 8, 1859.

The following is a copy of a document sent to the Washington *States* for publication by the two principals:

"Mr. Edward E. Cross withdraws the offensive language used by him, and disclaims any intention to reflect upon Mr. Mowry's veracity or upon his reputation as a gentleman, in any publication he has made in reference to Arizona.

Mr. Mowry, being satisfied from personal explanations that he has done injustice to Mr. Cross' character and motives, in his letter to the Secretary of War, dated July 5, takes pleasure in withdrawing the imputations against Mr. Cross, as a man of honor and veracity, contained in that letter. Any difference of opinion which may exist between them in reference to Arizona is an honest one, to be determined by the weight of authority.

SYLVESTER MOWRY.
EDWARD E. CROSS."

The *Arizonian* (Mr. Cross' paper) has the following paragraph in relation to the affair:

"It is proper to state that, at the time of the duel between Mr. Mowry and the editor of this paper, a high wind, almost amounting to a gale, was blowing directly across the line of fire, thereby preventing accurate aim. In this case the proverb, 'It is an ill wind that blows no good,' was aptly illustrated."

The friends of the parties to this affair had for some time feared there would be a difficulty between them, and had endeavored quietly to prevent it, but no compromise could be made. Neither party would retract a word.

Mr. Mowry is well known as the indefatigable delegate from Arizona. Some years since he resigned his commission in the army, to engage in mining, land speculation, or politics, or whatever might turn up on the frontier. He has at heart the welfare and interest of the Territory; and has labored early and late to persuade Congress to organize the Territory, so that mining laws could be passed, and the resources of the country be developed. For two Winters he has labored at Washington, but as yet his efforts have been without success. He again enters the field as a candidate, with renewed vigor, and will probably be elected without opposition.

Mr. Cross has for many years been connected with the Press. He is a gentleman of intelligence and education; was formerly one of the editors of the Cincinnati *Times*, and for two years was the Washington correspondent of that paper, under the cognomen of "Richard Everett." At the same time he was one of the correspondents of the New-York *Herald*. Since his residence in Arizona he has corresponded with several Eastern papers; disputing some of Lieut. Mowry's statements as to the resources of the country and its population.

Mr. Mowry has published the following card in reference to his political position:

Editor of the Arizonian:

Will you do me the favor to say that I will cheerfully use my influence, and endeavor to assist that of my friends, to obtain a Judicial District and Surveyor-General's office for Arizona. In case a Territorial Government cannot be obtained; although I am decidedly of the opinion that the Territorial Government is the only measure or relief that will properly meet the wants of the country. Your obedient servant,

SYLVESTER MOWRY.

A detachment of one company of infantry and one of dragoons was to leave Fort Fillmore during the present week to select a site for a military post on the Gila River, probably somewhere near Mount Graham. It is understood to be the intention of Government to establish posts on the frontiers of the Apache country.

Prince Lucien Bonaparte is sojourning among the hills at Hanlope and St. John's, in Wardale, Eng., translating the Song of Solomon into the dialect of the County of Durham. He will proceed hence to Craven, with a view of translating the book into the Yorkshire dialect.

AMERICAN SCIENTIFIC ASSOCIATION.

THE SPRINGFIELD SESSION.

INTERESTING GEOLOGICAL PAPERS.

Frozen Wells, and How they Happen.

VERY EARLY NEW-ENGLAND HISTORY.

Prof. Bache on Magnetic Variations, &c., &c.

From Our Own Correspondent.

Springfield, Mass., Thursday, Aug. 4, 1859.

On Thursday the Association spent some half hour of the morning in general session, engaged in business of immediate but not of scientific interest. Resolving into two parts, both sections found the rooms they occupied too small for them. In the Natural History Department, over which Col. Foster was called to preside by Prof. Hitchcock, the President, most of the discussions occurred, in one way or another, the marks upon the rocks that discourse of the great *Drift Period*.

The first paper was by Mr. Charles H. Hitchcock, of the Vermont Theological Survey—a young man, now one year gone in the New-Haven Theological course, yet by papers presented to this Association in past years, and by the conduct of his part of the Vermont Survey, already well known to scientific men. His paper was an attempt to show that the marks of ancient glaciers are still in several places visible on the Green Mountain range, in Vermont as well as Massachusetts. Nothing has been yet published on this subject with an effort especially to distinguish between the ancient glacier-marks and the comparatively modern drift-marks, except a short communication to the Providence meeting of this Association, and a detailed account published in the Smithsonian contributions, both by Prof. Edward Hitchcock. The investigations there reported have been continued along the mountains west of the Connecticut River, in Massachusetts and Vermont, and their results are in this paper set down. Mr. H. makes the following as the chief distinctions between the marks of the ordinary drift and the marks of glaciers:

1. Glacier striæ differ often widely in direction from drift striæ. The drift striæ may be referred to three general directions—to the south, to the southeast, and to the southwest—while the glacier directions are exceedingly various, sometimes coinciding with and often crossing those left by the drift.

2. Glacier striæ occur only in valleys radiating outwardly from the crests of mountains, or in valleys tributary to a main valley in which was the principal glacier, while the drift striæ overlap the mountains, or when found in valleys, cross them obliquely.

3. Glacier striæ descend from higher to lower levels, except in limited spots, where they may be horizontal; drift striæ as frequently ascend mountains hundreds of feet high.

4. Drift is spread promiscuously over the surface, and the blocks are a good deal rounded. The detritus of glaciers more or less blocks up the valleys or lies strewed along the sides of the valleys, and the fragments are frequently quite angular.

Mr. H. then carefully described the marks of an ancient glacier to be seen in the west part of Hancock, in a valley through which Middlebury River commences to run, and within half a mile of the crest of the Green Mountains. Here several ledges of gneissoid rocks have two sets of striæ on them, the one running south 10° east, the other set pointing west 30° south, down the valley. The glacier set are the most prominent, and they cross the drift set at an angle of 70°. The force by which the first set was produced was up-hill towards the crest of the mountain, which a few miles north of the road rose some 600 or 1,000 feet above the strise. The force producing the second, or glacial set, was downhill, in the direction of a small stream. Passing over the mountain towards Hancock, on reaching the cleared land, we find strise in the bottom of the valley, pointing north 70° east, the agent of erosion being directed down the valley. In three places, also, before reaching the main branch of White River, are found accumulations of detritus, stretching across a considerable part of the valley, in the same manner as ancient terminal moraines are found in the valleys of the Alps. These have been somewhat modified by the subsequent action of water upon the surface.

At Hancock the valley meets the valley of White River at right angles, the strise also are at right angles. for another glacier descended the valley of White River, and, like modern glaciers, these ancient ones united their forces at the junction, and traveled the larger valley together, bending in their course to all the sinuosities of the river, as the strise curiously and clearly manifest.

Mr. H. had examined but one of the tributaries below, but there found (at Rochester) the clear evidences that a glacier came down its valley to meet the main one, which terminates near Stockbridge, where an immense terminal moraine crosses the valley. The total length of this glacier, so far as investigated, is eighteen miles and each of the tributaries examined was about four miles. The slope in all was gradual and uniform.

A less striking example of the traces of glacial action is found upon the Otter Queechey, above Woodstock. Several miles further west, just east of Bridgewater, is a more decided example. Still others may be found on Deerfield River, running up to Searsbury, and the Hoosac Tunnel, at Windham, on the head waters of Saxton's River, at Mount Holly, running nearly east and west, on Black River, at Timsomet, on Furnace Brook, and at Huntington. Probably the Green Mountain range was once covered with glaciers on both sides, either before or after the drift period proper. For in all these cases away from the valleys the drift strise were found in abundance, preserving a course diagonally to or at right angles with the course of the glaciers. If, as is probable, the glaciers existed before the drift, it would not be strange to find that occasionally the traces of their existence had disappeared, because the later drift, &c., would wear away the strise. The inaccessibility of their localities, and the decomposing character of the White Mountain rocks, made it less probable that glacier-marks would there be found. Still research might very likely discover their traces.

The reading of this paper gave rise to a very interesting and able discussion on the whole subject of glaciers in New-England. Col. Foster fell upon it vigorously. He very much doubted the propriety of referring any of these strise to glacial agency. Our mountains were not high enough, the contour of our country was not varied enough, nor the extremes of temperature great enough ever to have justified glaciers about us.

Prof. Hitchcock reminded the Colonel that all believed the face of the country had experienced extraordinary changes, of submergence and elevation perhaps, and as great changes of temperature since the era of the glaciers.

Mr. Shumlerp invited members of the Section to ride out ten miles and see the first of the glacier localities described by the author of the paper. He was satisfied that a personal inspection would convince the skeptical.

Mr. J. P. Lesley, of Pennsylvania, was a sceptic on the glacial theory. In Pennsylvania these "glacial strise ramble about in all directions—they must have been the production of very erratic glaciers. But we had always lacked here the conditions for the formation of the very hard ice at the bottom of the frozen mass, and never could have found the motive power to project these travelling ice-islands. The theory was imported by Europeans who made very absurd work when they came to apply it to our land, and the phenomena which before their day were attributable to drift."

Prof. Hitchcock said "he had traveled in Wales, Scotland and Switzerland, studying marks of glaciers, both modern and ancient there and if they were rightly attributed there, the same marks identical in all important respects found here in the Green Mountain vicinity must have had a glacial origin."

Mr. A. D. Hagar, of Vermont, had seen lately very distinct evidences of a glacier on the Mansfield Mountain. None were found on the White Mountains because they are granitic, and granite does not long retain upon it any erosions. We do not find them on the Alleghany range, because that is too far south decidedly.

The next paper was by Oliver Marcy, "On the occurrence of pot-holes, probably formed by the drift agency." He preferred rather to inquire whether they were not caused by the drift rather than to assert that they were. Profs. Hitchcock, Hall and Marcy agreed in believing that the occurrence of what are called "pot-holes," which were evidently of drift origin, were very seldom found either in New-England or New-York. Mr. Marcy then proceeded to describe a "pot-hole" in the red sandstone, discovered near Wilbraham, which could not have been caused by the water system now in operation in that vicinity.

Prof. Hitchcock read the next paper, concerning the frozen well of Vermont. It was a portion of a report of the Vermont Geological Survey, presented in reference to the Association by permission of the Governor of the State. The well is found in a region which belongs to the "modified drift" period—a formation much later than the general drift. The story of this well had repeatedly been presented to the readers of the Times, and we omit further notice of it. Prof. H., however, had elaborately examined for analogous cases on record. Mr. Pearson, of Ware, Mass., has a well in his house which occasionally freezes in Winter. At Owego, in the of the gravelly terrace of the Susquehanna, there is a well which remains frozen during four or five months of the year. There were the only two that seemed to him to be at all like the Brandon well in its peculiarities. He proceeded to discuss the question of the cause of such phenomena. There were two theories—first, that during the glacial period great masses of ice, pebbles and rock, frozen into a solid mass, might have been left by which gradually thawed out; and the application of the method of least squares and the derived curves were shown upon diagrams. These curves are quite regular in showing two maxima and minima of magnetic declination during the twenty four hours—the great movement of the needle from east to west, or from the principal minimum, taking place between half-past seven in the morning and half-past one in the afternoon. The lesser maximum and minimum are in the night period. This excursion of the needle at the mean of the whole year in 1840, was nine minutes of arc, and in 1845, eight minutes and a half. The table showing the change for the several years of observation, presents numbers regularly diminishing until 1843, and then increasing to 1845. A diagram illustrated this change, showing clearly the eleven year period developed by the observations. A special formula gives May, 1845, as the epoch of the minimum. The discussion next took up the disturbances, and examined the results from the number of disturbances and their magnitude. The whole number of disturbance observations discussed was 2,357, being about one-tenth of the whole number of observations made, namely, 24,396. The disturbances were separated into eastern and western, and some curious results deduced as to their maxima and minima during the year. The table shows two maxima—one in August and one in April; and two minima—one in February and the other in June. The table of the number of disturbances for the several years of observation does not bring out the eleven-year period as clearly as the former part of the discussion, but indicated it, nevertheless, sufficiently. The number of disturbances ranged according to hours of the day show a maximum at 2 A. M., and a minimum at 2 P. M., and develop the curious result that the westwardly disturbances are a maximum at the hour when the eastwardly are a minimum, and *vice versa*. This agrees with the result already obtained by Gen. Sabine for Toronto, and as a rule the deductions from the observations at the two localities are remarkably accordant. Their parallelisms and differences are carefully compared. The amount of the disturbance in the different years shows the eleven-year period not only in the average of the two, but in the eastern disturbances, but in each of them separately. A special formula applied to the numbers of the table gives August, 1843, as the epoch of the minimum. Combining this result with the former from the amplitude of the declination change, June, 1843, may be regarded as the epoch of the minimum. The magnitudes classed by months show the same general laws as the numbers, namely, two maxima in October and April, and two maxima in February and June. Classed by hours of the day the magnitudes show a 2 P. M. minimum, and a 10 P. M. maximum, the maximum of eastwardly disturbance and minimum of westwardly, again corresponding to each other at 9 P. M. The law governing the disturbances is thus shown to be of a systematic character, and the curve, for which a diagram was given, placed upon that of the regular diurnal changes, would reproduce what is known as the "mean diurnal variation" of the declination. This disturbance variation has but one maximum and one minimum in the twenty-four hours, while the regular change of declination has two.

The discussion closes with a comparison of the results thus independently deduced, with those derived by Prof. R. Wolf from observations of the frequency of the solar spots. The numbers of Prof. Wolf are reproduced almost precisely from the Girard College observations, no difference exceeding two-tenths of a minute occurring in the computed and observed magnitude of the daily change of magnetic variation.

This branch of inquiry is of great interest in connecting terrestrial magnetism with more general cosmical phenomena.

This paper, which we have faithfully abstracted, was pronounced by the physicists a most able and interesting one. None, excepting that of Prof. Peirce, on the Comet's tail, will be read here, that is likely to produce so great a sensation abroad and at home. At its close, one was read only by title, on "The Circulation of the Ocean," by Charles Wilkes, U. S. N. The next contained "Some Observations on Ozone," by John E. Bredemeyer. The next was "A Question on the Earth's Dimensions and the Metre," by Stephen Alexander. The next was on "The Mathematical Theory of Music," by T. H. Safford. The next was "A New Method of Investigating Plane Curves, with its Application to Evolutes and Caustics," by William Watson. After which, there was an adjournment to dinner.

The reception at the Hon. George A. Bliss' mansion, on Wednesday evening, was particularly pleasant and tasteful—quite informal and easy. Among the guests were his Excellency Gov. Morgan and lady, and the Governor's private secretary, who is son of the host of the evening. Among the members who have arrived to-day we notice Prof. Silliman, Sr., of New-Haven; the Hon. Fred. A. Conkling, of New-York; and Prof. Gray, of Cambridge.

The invitation of the Western and Amherst and Belchertown Railroad, to make a free excursion to Amherst on Saturday, has been accepted. Prof. Hitchcock explained the hopes of those who projected this entertainment. It was the intention to leave Springfield Saturday at 12½ o'clock, arrive at Amherst at 2 P. M. Under escort of the students proceed to the College, spend till 4 o'clock P. M., looking at the Natural History collections, then partake of a collation given by the ladies of Amherst, and return, leaving at 6 o'clock, to Springfield.

GLAUCUS.

An Unknown Steamship Burned at Sea.

THE WRECK ABANDONED—REPORT OF THE MASTER OF SHIP JAMES YEO.

Capt. Scott, Master of the British ship *James Yeo*, arrived at this port yesterday morning, in forty-nine days from Newport, Wales, makes the following startling report. We have received no further intelligence:

"June 25, lat. 47° 36', lon. 29° 09', saw a steamship on *fire*. Went to her, and found her to be burned to the water's edge, and abandoned. The name had been burned off. The steamer had a serpent figure-head, and appeared to be an American-built vessel."

From Hayti.

By Capt. Evans, of the schooner Enchantress, from Jacmel, arrived yesterday morning, we have dates to the 19th ult. Business generally was dull, and political news of little or no importance. The people were generally satisfied with the present Government.

* It is reported that M. Thiers is coming forward as a candidate for the seat in the Corps Legislatif for the Department of the Nord, vacated by the death of M. Legrand.

NEWS BY TELEGRAPH.

FROM WASHINGTON.

Gen. Scott's Recognition as the Commander of Slaves.

Special Despatch to the New-York Times.

Washington, Thursday, Aug. 4.

The circumstances attending Gen. Scott's recognition of the Governor of Slaves, which [illegible] to be currently stated in this city.

At the correspondent [illegible] Gen. Scott from the [illegible] position [illegible] Mr. Bowman to accept of the appointment [illegible] and at last gave the post a trial. Col. [illegible] stated that he would be [illegible] Bowman at once said that if [illegible] Vance, the present occupant, was [illegible] popular, and he would [illegible] to [illegible] that applicants to Mr. Vance's [illegible] to remain so long as possible [illegible] on the end of June Col. [illegible] Vance's retention of Mr. Vance permanently, [illegible] ence of his own [illegible] marks from the President on his [illegible] from the opposite [illegible] Scott [illegible] met the President on the morning [illegible] from Washington for Bedford Springs, and [illegible] him as usual, when, to his [illegible] [illegible] pause, the President turned [illegible] [illegible] anger of Scott [illegible] and, with an [illegible] [illegible] to know why he had not gone to the [illegible] of his duties. On Col. [illegible] explanation [illegible] of his arrangement, the President [illegible] [illegible] gates now [illegible] upon which Col. [illegible] and, with well deserved [illegible] [illegible] ment to the President's [illegible] and [illegible] his position.

Visit of the Cincinnati City Councils at Philadelphia.

Philadelphia, Thursday, Aug. 4.

The Mayor and Councils of Cincinnati [illegible] cordially welcomed, this morning, at Independence Hall. They enjoyed an excursion [illegible] the Delaware River, partaking of a collation on board. They landed at the Navy-yard, and were then conveyed in carriages to Point Breeze, where they viewed the city gas works. To-morrow will be devoted to visiting the Fairmount Water Works, Girard College, the Eastern Penitentiary, the Rising Sun Range, and the Falls of the Schuylkill, and the various passenger railways to those points. The visitors will start for Baltimore on Saturday.

The Brigs Judge Blakey and Martha Kendall Arrived.

New-Bedford, Thursday, Aug. 4.

Brig Judge Blakey, Capt. Rose, of and for Boston, from Havana, with a cargo of sugar, went ashore on Pasque Island, in a thick fog, this morning.

The brig *Martha Kendall* is also ashore in the same locality.

Naval Intelligence.

Washington, Thursday, Aug. 4.

The following named officers have been ordered to the steamer Mohawk, designed for the Home Squadron: Lieut. Craven, Commanding; Lieutenants, Rhodes, Stribling and Carpenter; Acting Master, Matthews.

Steamers Wyandotte and Crusader will also join the Home Squadron.

The steamer Mystic is bound to the coast of Africa. The following are her officers: Lieut. Lamdin, Commander; Lieutenants, Fairfax, Rhodes and Gardner; Acting Master, Green; Passed Assistant Surgeon, Harrison.

The steamer Sumpter is also bound to Africa. Her officers are: Lieut. Armstrong, Commander; Lieutenants Fitzgerald, Stewart and Green; Acting Master, Perkins; Passed Assistant Surgeon, Cox.

Wheat Statistics.

Chicago, Thursday, Aug. 4.

The Wheat statistics published to-day in the *Commercial Express*, show the receipts of the year ending Aug. 1 to be five millions thirty-one thousand bushels, against thirteen millions nine hundred and fifty-six thousand in the previous year. The shipments were in about the same proportion.

Trial of Rifled Guns.

Washington, Thursday, August 4.

Nine guns of rifled ordnance, on trial at Fort Monroe, have been found far superior to the smooth bore, after a very severe test.

The Cricket Match between the United States and Canada.

Toronto, Thursday, Aug. 4.

The cricket match between the United States and Canada resulted in the victory of the United States Eleven, with four wickets to go down.

POLITICAL.

Extraordinary Letter of Gov. Wise.

The following is the letter referred to in our Albany dispatches yesterday.

Richmond, July 29, 1859.

Dear Sir: I thank you for yourself the 25th inst. I have apprehended all along that the Tammany Regency would carry a united delegation from New-York to Charleston. For whom? Douglas, I have, in confidence; but you may rely on it that Mr. Douglas is in himself a candidate for re-election, and will use all the patronage and all power with which he can clothe himself to secure a united delegation from New-York. Depend upon it, every man in the State will be ready to organize by districts, and either whip the enemy or send two delegations.

If that is done on and done, we can still rely on a united South. A united South will expect us, united Virginia, and I pledge you that she, at least, shall be a unit. Virginia a unit, and persistent and firm on a sound platform of protection, to all persons of popular sovereignty, squatter sovereignty, she must rally to her support all the South. The South cannot adopt Mr. Douglas' platform. It is a sheet anchor to all the ends of Black Republicanism, and will sink up his heels. If he does or does'nt he can't be nominated, and the main argument against him now is that he can't be elected if nominated. If he runs as an independent candidate, and Seward runs, and I am nominated at Charleston, I can beat them both. Or, if Squatter Sovereignty is a plank of the platform at Charleston, and Douglas is nominated, the South will run an independent candidate on protection principles, and run the election into the House. There, then, would Mr. Douglas be? The lowest candidate on the list. If I have the personal courage, you may suppose it will treat for no pretensions. But you don't am confident of success.

The Hon. F. Wise is prominently, and really, I believe, a friend, and of course I would be glad to be glad of his influence, and would be happy to repair it, and could not justly reject his aid; but you may rely upon it that I am confident of success at all, in the hands of Mr. Wise, or of any man in the South. He has always been friendly to me, and I have no reason

Advertisements

Boundary Line.

Bears Boundary Line.—Some three years ago Commissioners were appointed by the Governor of Connecticut and New-York, to determine and mark the boundary line between the two States. These Commissioners have agreed upon a location of disputed territory. These Commissioners have also fixed the boundary line between the States of Connecticut and New-York, so that there will be no more disputes about jurisdiction. Several months since, the Governor of Connecticut informed the Governor of New-York that he was ready to appoint Commissioners to settle the boundary line between the States, but he received no reply. Governor Seymour has appointed Commissioners, and they have met and agreed upon a line. Governor Fish has not yet appointed Commissioners, although he has been requested to do so. Several months since, the Governor of Connecticut informed the Governor of New-York that he was ready to appoint Commissioners

LAW REPORTS.

Court Martial of Major Osborn Cross.

ATTEMPTED MURDER OF CHARLES DE MORGAN.

A BID AT CONSPIRACY OR PRIVATE REVENGE.

On a warrant, by order of the War Department, of the arrest of Major Osborn Cross, Assistant Quartermaster of the United States Army, on charges to be preferred against him by Charles De Morgan, Esq., of this city, a Court Martial was convened at the Judge Advocate's office, No. 11 Whitehall street, on Thursday, August 7th, 1862, at 10 o'clock A. M., for the trial of the said Major Osborn Cross, and was composed of the following officers:

Colonel Joseph Fenby, Infantry; Col. R. L. Gray, Ordnance Department; Col. D. D. Tompkins, Quartermaster's Department; Col. Rufus King, Jr., Military Secretary's Department; Brevet Major A. B. Eaton, Captain 6th United States Infantry; Brevet Major Joseph Holt, Judge Advocate General, Bureau of War; Major John Sedgwick, Paymaster; Major A. McFarland, Inspector General; Col. Geo. Gibbs, Chief of Ordnance, Department of the East; Major Henry L. Kendall, Inspector General; Col. Wm. Hoffman, Commissary of Prisoners; Major Judge Advocate Chas. Patterson, Judge Advocate.

All the officers, as above mentioned, having been duly sworn by Judge Advocate Patterson, the Court proceeded to the trial of Major Osborn Cross, on the following charges and specifications:

Charge 1st—Violation of the 9th Article of War.

Specification 1—In that he, the said Major Osborn Cross, Quartermaster United States Army, at San Francisco, California, on or about the 1st day of March, 1862, did, without authority, order Henry Gerdes, the driver and proprietor of the army team hired by the said Gerdes to the United States Government, to report for duty with the Army Transportation at the said place, and did threaten to arrest the said Gerdes and put him in the guard-house if he refused to obey the said order, and did thereby deprive the said Gerdes of the use of his said team for the space of about two months, to the damage of the said Gerdes in the sum of about $2,000 of public money of the United States.

Specification 2—In that he, the said Major Osborn Cross, Quartermaster United States Army, at San Francisco, California, on or about the 1st day of March, 1862, did, without authority, order Henry Gerdes, the driver and proprietor of the army team hired by the said Gerdes to the United States Government, to report for duty with the Army Transportation at the said place, and did threaten to arrest the said Gerdes and put him in the guard-house if he refused to obey the said order, and did thereby deprive the said Gerdes of the use of his said team for the space of about two months, to the damage of the said Gerdes in the sum of about $2,000 of public money of the United States.

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THE NEW-YORK TIMES.

NEW-YORK: FRIDAY, AUGUST 6, 1858.

THE TIMES FOR CALIFORNIA.

The THIRTEENTH CALIFORNIA, designed for circulation in Southern California, Oregon, Washington Territory, British Columbia, and the Sandwich Islands, containing a complete digest of events in America and Europe during the past fortnight, will be issued THIS (FRIDAY) MORNING, in ample time for the outward-bound Mail Steamer, which sails for Aspinwall at 2 o'clock P. M.

The Mail Agent of the Post-Office at Lolotaka.

Price of the paper, in a stout wrapper, ready for mailing, 6 cents a copy.

Agents will send in their orders as early as possible.

NEWS OF THE DAY.

Further particulars of the railroad disaster near Schenectady, with corrected list of the killed and wounded, are given in our columns this morning. The number of persons killed is nine, as reported yesterday. It appears that the broken bridge over the Tomhannock was notoriously a rotten structure, and that its unsafe condition was some time since reported to the management of the Northern Railroad Company.

A letter from our Utah correspondent states that the Mormons have nominated Gen. HORACE S. EGGLESTON for their Delegate in Congress, to take the place of Mr. JOHN M. BERNHISEL, who has occupied that position for several years. Affairs in the Territory presented no features of marked interest.

The gold deposits among the Indian mounds of Chiriqui, upon the northern part of the Isthmus of Panama, are to be reinforced by a vessel-load of adventurers from New-York, who are to proceed direct from this port to Chiriqui on the Atlantic, in a clipper schooner. The mound district is said to be easily reached from the lagoon some one hundred and fifty miles to the northward of Aspinwall. The vessel is to remain a short time to afford time to prospect the country, and only a limited number will be taken.

The British ship *James Yeo*, which arrived here yesterday from Newport, Wales, reports having fallen in with a burning ship at sea, on the 28th of June, which was supposed to be an American steamer. But there is no American steamship out of time, and, as the wreck was fallen in with near the latitude and about the time that the ship *Stalwart*, bound from New-Orleans to Liverpool, was burned, it was doubtless the hull of that ill-fated ship which was seen by the *James Yeo*.

Mr. JOHN WEBB publishes the narrative of his last aerial voyage from St. Louis to Indiana. He intended to land at Lafayette, but was compelled to come down at the distance of thirty miles from St. Louis, in consequence of a heavy rain storm. He was accompanied on this trip by his son. Meteorological observations were made, with satisfactory results; but Mr. WEBB declares that the present system of constructing balloons is so defective that but meagre results can be hoped for.

VIRGINIA STEWART died at 3 o'clock yesterday morning at the New-York Hospital, just thirteen days after she was shot. During most of that time the patient has been unconscious, and her few lucid intervals have been of short duration. The case has attracted a great deal of the attention of medical men, from the fact that she lingered so long with a bullet in her brain. Dr. HULL, house surgeon of the Hospital, who has been attending her for a week past, has made a very minute *post-mortem* examination. The ball was found close by the orifice of the wound, in the left hemisphere of the brain, and a piece of the skull, corresponding in size to the ball, was found behind it. The skull was fractured in the vicinity of the wound, and a quantity of extravasated blood was found between the scalp and the bone. An inquest will be held this morning at 10 o'clock. The remains now lie in the dead-house, and are visited by a great many persons. They have been taken in charge by the Rev. Father QUINN, of St. Peter's Church, in Barclay-street, who has been unremitting in his attentions to the sufferer. Several Sisters of Charity have daily visited and endeavored to give her religious consolation. The funeral will take place at 11 o'clock, from St. Peter's Church, and the remains will be interred at Calvary Cemetery.

A Court-Martial is now in session at the Army Quarters in State-street, to investigate charges of misapplication and embezzlement of the public money made against Major GEORGE GIBBS, formerly Quartermaster in San Francisco. No progress has yet been made in the investigation.

The regular monthly meeting of the Chamber of Commerce was held yesterday. A large number of new members were elected; the Committee on medals were instructed to present them to the officers of the *Niagara* and *Agamemnon* at their discretion. The President stated that a memorial would be prepared to the next Congress touching the liabilities of American shipowners in cases of collision.

The City Inspector cautions the public against the purchase of pork about these days, as large quantities of diseased swine's flesh is daily thrown into market, the hogs having died of cholera—a disease now very prevalent among the hogs. It is introduced, to a great extent, during the night time, which prevents it from being "spotted" and seized.

The Black Ankee *corpus* case, in which it is alleged that a young and respectable girl was forced to remain in an alleged house of prostitution, against her will, has ended happily, the girl having left the house after discovering its character and been searching elsewhere for a situation ever since.

A case disclosing the way in which bank financiering is sometimes carried on, and involving some $50,000, will be found reported in our legal columns.

In the Court of General Sessions, yesterday, no less than fifteen cases were disposed of by Recorder BARNARD. A report of the proceedings will be found in another column.

Sales were made, yesterday, of 1,000 bales Cotton at steady prices. Flour was quite dull and generally lower. Wheat was less plenty and was dull. The transactions, however, were limited. Corn was generally lowered at rising prices. Rye was depressed and cheaper. Pork was freely offered and purchased at reduced rates. Lard attracted some attention, as did also Rice and Sugars. Coffee and Molasses were moderately inquired for. The movements in other branches of trade were restricted.

AN UNKNOWN SHIP BURNED AT SEA.—The British ship *James Yeo*, which arrived at this port yesterday, reports having seen a steamship on fire on the 28th of June, in latitude 47° 30', and longitude 25° 05'. The captain of the *James Yeo* went close enough to the burning vessel to discover that she was destroyed to the water's edge, that there was no name left upon her hull, and for some reason, or other, to infer that she was an American steamer. But an American steamship she could not have been, as there is no steamer plying between this country and Europe which is out of sight of land at that point. It was most likely the hull of the Galway liner, Ship Stalwart, which was destroyed by fire in the latter part of June in about the latitude in which the supposed steamer was seen. The crew of the Stalwart were rescued and carried to England, and an account of the disaster has already been published in our columns.

British North America.

A blue-book containing a series of correspondence upon British North American affairs has just been laid before the Parliament of Great Britain, which is full of facts and suggestions of value in connection to their bearing upon the future westward march of our civilization. These observations were made by a corps under the leadership of Capt. PALLISER, a descendant of the famous Sir HUGH.

Capt. PALLISER and his party left Liverpool in the *Arabia* in May, 1857, and arrived at Fort William in June, and Fort French, on Rainy Lake, in July. There they resolved a deputation of Indians, who were anxious to know what the Queen intended to do with the country when it had been taken from the Hudson's Bay Company. They told him they did not wish to part with their lands, as some of their neighbors were doing to the "long knives," and being cheated by them, and complained of their wretched condition, now that the fur animals have become so scarce. The whole country, between the White Fish River and Lake Superior, proved to be a group of lakes, dotted with islands, and connected by short rivers, affording great facilities for steamboat communications whenever it becomes settled. Concerning the Red River settlement, Capt. PALLISER does not report very favorably, but the disadvantages appear to be connected with the population rather than with the country. He says: "The Summer here is very warm and the crops seem quite, by the rapidity of their growth, to make up for the long Winter. The resources of the country are not half developed. Want of energy pervades all classes. Of the Scotch there are many that do well, and they would do much better if they could reckon on obtaining any regular labor. The only hold the settlement has on the enlightened members of its society is the security of property, and good laws, as compared to the insecurity of the American side. Should the American Legislature obviate that difficulty, all the industrious and valuable portions of the population would soon flock over to the other side."

The party left Fort Garry on the 21st July, and on the 24th took meridian altitudes of the sun, to find the locus of the 49th deg. N. lat., and to determine the direction of the boundary line. They were shown a post indicating a similar observation taken by Mr. NICHOLAY, well known in the American scientific world. On this occasion Capt. PALLISER availed himself of the valuable assistance of Mr. INDINGS, an American Civil Engineer, who is commissioned to lay out lots of land from the frontier southward, purchased by an American Land Company; and this gentleman, with Capt. PALLISER's secretary, Mr. SULLIVAN, placed another post at about 300 yards in the direction of true west, making the necessary allowance for the variation of the compass, which was found to be 14° E. Mr. INDINGS informed the English that the Land Company by whom he is employed intend to build a town here, and establish a railway station, about two miles from the posts. As yet the place is a wild waste. The Hudson's Bay Company's fort is a very small shabby establishment, and the American one is still smaller and more wretched in appearance. It professes, however, to be a post-office, and carries a mail, said to be a monthly one, from St. Paul's; but, as the postmaster was away and had left the place under the charge of an Indian woman who speaks no other language but her own. Captain PALLISER could not form very accurate ideas as to the safety of letters committed to its charge. He was induced, however, to forward his package by the assurance of an intelligent half-breed that the post-office here is a very lucky one. Continuing his journey, Capt. PALLISER ascertained that there exists a valuable water communication between the South Saskatchewan and Red River, and that a good-sized boat, or even perhaps a small steamer, might descend from the former river, ascend the West Qui Appelle River, cross the Qui Appelle Lakes, and then descend the Qui Appelle into Red River. After proceeding as far West as 109° lon., on the South Saskatchewan, which magnificent river here rivals the Missouri in size and volume, and is navigable for craft of any size at all seasons, Capt. PALLISER, in September, turned northward, reached Grow Wing in November, and thence proceeded to Montreal to confer with Sir GEORGE SIMPSON.

In May, 1858, Capt. PALLISER and party arrived again at Fort Garry, and at the beginning of June reached Fort Carlton on the Saskatchewan. From that place to Battle River they found the prairie neither well wooded nor rich in pasture; but beyond that river the soil is rich, and well adapted either for pasture or agriculture. Timber is scarce, and constantly becoming more so, owing to the practice, so prevalent among the Indians, of firing the prairie. This character continued for many miles, but toward the Lower Saskatchewan, which they crossed in lat. 50° 55' N., the soil is poor, and several salt lakes were met with. South of the Saskatchewan the aspect of the country changed again, the soil of the valleys being rich and desirable for cultivation, and the banks of the rivers well wooded with valuable pine timber. The Cypress Hills present the same characteristics, but the prairie soil is worthless except where swampy. On Aug. 3 they arrived at the 49th parallel, and saw the prairie stretching to the east, utterly devoid of wood, except in the valley of the Great Belly River. Capt. PALLISER ascended several eminences, but saw nothing but prairie of the poorest kind, and destitute of timber. A week later he arrived at Old Bow Fort, a deserted post of the Hudson's Bay Company, at the foot of the Rocky Mountains. Here the timber is valuable, consisting of various species of pine, but the soil is scanty, the valley being occupied by immense deposits of shingle. At this point the party commenced the ascent of the Rocky Mountains, which they crossed by a pass 5,985 feet above sea level, the chief impediment met with arising from the number of large trees felled by fires, which appeared in some instances to have been caused by lightning. On the 27th they reached the Columbia Portage, when Capt. PALLISER, in searching for the Columbia River, found himself on the bank of the lake whence that river rises, at a height of about 2,507 feet. Climbing a high tree to overlook the woods which intercepted his view, he saw both the Columbia lakes, and the river rising out of the southern one and flowing into the northern one, out of which it bends to the westward previous to taking its northern course to the boat encampment. On the 6th September they recrossed the mountains by the Kootanie Pass, and were surprised to find that also within British territory. They entered it in lat. 49° 14' N., lon. 115° 21' W., in the valley of the Elk River, and came out on the east side of the mountains, in lat. 50° 32' N., lon. 114° 35' W., in the valley of Little Belly River. It is one frequently used, but not the general pass of the Kootanie Indians, who have a preferable one in American territory. Capt. PALLISER thought it less eligible than the one by which he had crossed the mountains from the east, which has yet one obstacle in height of land to overcome, and where the whole line of route is free from average.

Dr. HECTOR, a scientific gentleman attached to the expedition, had, in the meantime, explored the whole of the north branch of the Saskatchewan, which has been accurately mapped, and part of the south branch. He followed the Bow River right up to the main watershed of the continent, and until he reaches a transverse watershed, which divides the waters of the Columbia and those of the north Saskatchewan, on the one hand, from those of the Kootanie and south branch of the Saskatchewan on the other. There he found the facilities for crossing the mountains so great as to leave little doubt in his mind of the practicability of constructing even a railroad connecting the plains of the Saskatchewan with the opposite side of the main chain of the Rocky Mountains. Dr. HECTOR states that the water-line of the mountains is not identical with their geological axis, which he was unable to reach, and had only opportunities of examining flanking ranges. Capt. PALLISER recommends, therefore, that as soon as his explorations are completed on the east side of the mountains, he should send Dr. HECTOR to complete his exploration, and then join him at Fort Colville, whence they could return to England *viâ* Panama. They wintered at Fort Edmonton, on the Saskatchewan, whence Captain PALLISER's latest report is dated, Jan. 10, 1859, received at the Colonial Office in London on the 8th April. Shortly after their arrival at Fort Edmonton, Dr. HECTOR started to ascend the Red Deer River, and Captain PALLISER proceeded in a southeasterly direction, to explore the country surrounding Beaver Lake. From his description of Fort Edmonton, it would appear that game and fur animals are becoming scarce, and society necessarily in a transition state. Few fine furs are traded—those which are obtained being chiefly from half-breeds, belonging to a settlement recently made at Lake St. Anne. There is a Roman Catholic Mission, under the direction of two French priests, who have induced the half-breeds to cultivate the ground, and sometimes they realize very fair crops of barley and potatoes. Very little cultivation is carried on about Fort Edmonton, owing partly to the want of acquaintance with even the first principles of agriculture, and partly from the disinclination of the people to work steadily at any agricultural occupation.

England and her Defences.

No Englishman can possibly feel gratified by the fidgety bearing of a large number of prominent men in England, or the pitiful cries of "Wolf!" so common recently in the English press, *apropos* of an invasion which they predict, and all but invite. The question of the national defences is, indeed, at all times a most important one for Great Britain, since its sea-coast and colonial points of vulnerability are out of all proportion greater than those of the other monarchies of Europe. But to deal with the question efficiently, and as a matter of daily prudence, is one thing; to deal with it under the pretext of expected invasion by an ally is another.

Nothing contrasts the leaders of the present British Government more favorably with their immediate predecessors, than the tone in which they speak of this question. While Lord DERBY and Mr. DISRAELI enlarge upon the dangers to be looked for from victorious France, and the presumed unmanageableness of her soldiers flushed with conquest, Lord PALMERSTON and Lord JOHN RUSSELL do justice to the loyalty of their French ally, and would rest the national defences solely on considerations of national dignity. It is noticeable that Lord PALMERSTON uses almost the very words of Lord LYNDHURST, when he said that he would consent to live by no man's forbearance. Noble words as ever fell from the lips of a great leader, when speaking of the conditions of his country's existence; but how different is the context in which they appear in the two speeches! In that of Lord LYNDHURST, they are but made the handle of a firebrand, while in that of the present British Premier they are a fitting appeal to national self-respect.

We are well enough accustomed to see panic, on the subject of invasion, more or less widely spread, and more or less intense, in England. It is, in truth, but a sorry display for so great a nation to make, and no man can think the better of the Island Queen that she is so swift to tear her hair with periodical violence. But the fact seems to be, that this panic-disease will be an epidemic, from time to time, in the British Isles, until a thorough system of defence is established. The British army and navy are probably not far from the size which is to be regarded as sufficient, and the militia is as large as perhaps need be, but something seems still wanting.

The English militia, as at present constituted, is a volunteer force which acts as an appendix to the regular army. The difference between the two is that the militia is formed of local regiments, while recruits for the army are sought in all quarters. But with this exception the likeness of the militia to the regular force amounts to identity. The militia is embodied as occasion may demand, and in time of war it does garrison duty in England, and even abroad, as was the case during the Crimean war.

But this neither comes up to the idea, nor discharges the functions of a militia, as understood of old times in England, and now in the United States. What is really wanted in England is an arrangement similar to that which exists here; an arrangement, in short, which should put every town in a position to take care of itself, or, at any rate, to furnish its contingent of regularly disciplined men, accustomed to the use of firearms, to a local brigade. Exposed as Great Britain is by her position to the immediate neighborhood of a number of great military Powers, it should be the aim of her Government to put her in a condition, without calling out new agencies, to secure the speedy annihilation of any hostile force which might be tempted into landing on her shores.

An organization competent to this work and of the kind, too well known practically in the United States to need further explanation, exists already in one part of the British possessions. The Channel Islands, Jersey, Guernsey and the smaller ones which lie right in the Gulf of Avranches, off the Normen coast, though they have been politically united with England ever since the conquest by Duke WILLIAM, possess a military organization substantially the same with that known here as the militia. Necessity long since created that force in those islands; we think consideration will shew that the same system, applied to England, would furnish the cheapest basis of defence, and at the same time put an end to those miserable inter-

political panics of dereliction of duty, during the time of which Ministers who first sent the only real fleet in his day to Algiers, when the gathering armies of Europe could and should be obliterated till they left behind them nothing save the Sovereigns guard, the militia would still be in its place, ready to form and resist any foreign attack that might be contemplated. The sacrifice, of time and money, needful to make such a militia efficient, none perhaps know better than the citizens of the United States. Assuredly, none know so well as they how completely such a system makes all parties of invasion impossible.

AN UNWISE LETTER.—Among the less trivial incidents which marked the extremely important meeting of the Democratic State Committee at Albany on Wednesday, was the production of an extraordinary letter from Gov. WISE, which we copy in another part of this morning's Times. If the publication of this document was intended to advance the interests of the Virginia champion as an aspirant for the Charleston nomination, we are forced to say that it is beyond all doubt the strangest document which has yet emanated from its eccentric author's prolific pen; and were it not that the supposition is wholly inadmissible we might be driven to conclude that the person to whom the astounding missive was addressed, had been guilty of a deliberate and treacherous violation of honorable confidence. It was, indeed, alleged at Albany that a leading supporter of Governor WISE from this City, Mr. FERNANDO WOOD, denounced the epistle as a forgery. Well would it be for the Virginia statesman's reputation for sagacity could such be proved the fact; but *le style c'est l'homme* was the verdict of HORACE, and must be ours. The letter proves itself. It savors strongly of Governor WISE's reckless disregard of political conventionalities, and it breathes his fervid soul of reckless rhetoric. To an intimate personal friend, and under the seal of a sacred confidence, such a communication might be safely addressed; but when exposed to the general eye, and subjected to the criticism of the unfriendly public, it cannot but prove in the highest degree injurious to its writer's prospects for the Presidential nomination of his party.

Mr. WISE expresses the belief that President BUCHANAN is still a candidate, using all his influence to defeat every competitor. DOUGLAS, he represents as confident of carrying the entire New-York delegation, and in view of this contingency advises his own friends to organize by districts, and either "whip" that Block DOUGLAS, "the enemy," *or send two delegations* to the National Convention! After such a piece of public advice as this, there can survive no imaginable WISE interest among the New-York Democracy. A party will forgive any crime in a leader more readily than such damaging blunders. If the tactics of the Virginia Governor are of this description, he will do well to confine his operations to the South. At all events let him eschew Albany, for he may be sure that in this paradise of politicians, partisan science has long since been cultivated to a point far above his mark.

WHO ARE THE MURDERERS.—As the public may feel interested in some particulars relating to the road which has attained a dismal notoriety by the fatal affair of the Schaghticoke Bridge, we compile the following from the Annual Report, recently published, of VAN R. RICHMOND, Esq., State Engineer and Surveyor:

The length of the road is thirty-three miles nearly. It extends from Albany northward to Eagle Bridge. The capital stock, by its charter, is $600,000, of which $439,004 97 is represented to have been paid in.

A person named PHILIP FORD, the Treasurer, in a communication to the State Engineer and Surveyor, dated January 19, 1859, represents this road as entirely bankrupt; that it has been for five years, and still is, in the hands of Receivers; and he confesses that "the stock and bonds are believed to have no value." These are facts which may tend to explain the condition of the murderous trap over Tomhanic Creek. The Company could run its trains and collect fares from cheated passengers, but had no money to expend in repairing its bridges. In other words it was a company of thieves.

It is proper that the public should know the names of the men upon whom rests the responsibility of the final massacre. Accordingly we append a list of the officers of the Company, all of whom reside in Albany, and are reputed "decent" men:

WM. WHITE, President; PHILIP FORD, Treasurer, VISSCHER TEN EYCK, Secretary; WILLIAM WHITE, Superintendent.

DIRECTORS.

Eliphalet Wickes,	M. B. Viele,
Lansing Pruyn,	V. Ten Eyck,
Erastus Corning,	William White,
C. W. Bender,	J. A. Wilcox,
J. H. Reynolds,	C. B. Lansing,
C. S. Williams,	

These are the men who, on Tuesday night last, at the Schaghticoke bridge, murdered thirteen human beings confided to their care. They had the road in charge, and thus entered into a commercial agreement to make it safe for all who should travel over it. If there be law in New-York, these are the men for whom the Penitentiary yearns.

Summer Pleasures of the City.

"In my return back through the passage, I heard the same words repeated twice over, and looking up, I saw it was a starling hung in a little cage: 'I can't get out, I can't get out,' said the starling." LAURENCE STERNE wrote his *Sentimental Journey*, in which this well-known sentence occurs, more than a century since, but the Can't-get-out-of-the-City-club may take it as their motto to-day. Can't get out. Can't get out. Can't get out.

And if you can't, what then? Save your money and remain at home. The City and its environs are not so destitute of amusements and means of recreation as the ogre of fashion would have you suppose. The "Ramble" in the Central Park is not to be despised, even by Englishmen, who remember Kensington Gardens, or by Frenchmen, by whom the Bois de Boulogne is not forgotten. Gothic bridges, serpentine walks, mimic rocks, tasteful trees, with a band of music on Saturdays, offer no bad substitute for the pleasures of Saratoga. The philosophy, which must constrain in designing what it cannot obtain, may readily reject the more gorgeous than Watering-places, Niagara, Lake George, even the Catskills and Lake Mahopac. The same cause operates, however, may find comfort in the Central Park, as elsewhere, or at Coney Island, Long Branch, or Fire Island, whither, let extravagance hold ever so tight a rope, you can always repair on Saturday, P. M., and return on Monday, A. M.

But absolutely in the City itself, Summer pleasures are to be had. Of theatres we speak not. They are genially recreative in Winter, but farce is tragical, and tragedy is positive farce, when a man's shirt collar refuses to acknowledge the starch, and drops down into a limpid state, like a drunkard in his last stage of mandlin sentimentality. Theatres, therefore, may be set aside. So may lager-bier gardens. For of lager-bier gardens, let it be said, that they offer inducements to their patrons to imitate the example of that celebrated German "Gasthaus" keeper, who drank sixty-three glasses of the Gambrinus beverage, and still felt thirsty. Lager-bier is good, it is better as an aid, under certain circumstances, but it is no concomitant to rural pleasure. Some

Dr. ALEXANDER united gifts rarely found in connection. He united all that are required to make the minister's labors accomplished. He possessed a musical ear and a sonorous voice, and had also the faculty of turning them to account. There was, perhaps, no minister who was a greater linguist. All the languages were at his service, having spent much of his time in perusing the writings of authors in their own tongues. His powers of literary production were wonderful. In six days he would produce more than many authors would in six weeks. He often remarked that his only trouble in writing was in turning over the leaves. He was a great contributor to the Press. He wrote a great deal for the Princeton Review, composed many thirty volumes for the American Sunday-School Union, and contributed largely to periodical literature, besides several works of more elaborate production.

Beneath all his acquirements lay a true Christian character. He was a Christian, an Israelite without guile; kind and gentle in all he spoke things true and lovely, and of good report. Having been brought early in life to a knowledge of religious truth, he was a man of sincere, unaffected piety. He thought and style characterized his preaching. He aimed at leading men, from the mediator to Christ, to rely entirely upon Him and to acquiesce in His work. The great charm of his preaching was the power of his sanctified heart and affections. He had the power of calling up the strongest feelings. His prayers were eminently filled with warm feeling and adoration; he made all his religious services really seasons of devotion.

After the discourse the Rev. Dr. HODGE, of the College of New-Jersey, closed in an impressive prayer. The body was then conveyed to the Princeton graveyard, made memorable by containing the earthly remains of many illustrious dead; and Dr. ALEXANDER was "gathered unto his people."

DELTA.

THE STORY OF A GIRL IN MALE CLOTHING.—The paragraph headed "A Female in Male Clothing," copied some days since from a Western paper, concerning the adventures of one MARIANA ROSENBERGER in the Crimea Campaign of Mr. RUSS, of Constantinople, Mr. RUSS states that no such person was ever in his employ, and in consequence, and in defense of the character of his company, and in justice to the female who was taken from the circumstance of the story,

Statistics of Population—Marriages in Time of War.

It is an established fact that the number of marriages in time of peace is greater than in time of war; and even when the absence of war are considered the number of marriages are found to vary much. In 1.32, 48 000 marriages were reported in France, more than in the five years of the occupation of that country by allied forces. In Russia, notwithstanding the indifference of the population to political affairs, there were in 1812 from 70,000 to 80,000 marriages less than in the years preceding.

A fact worthy of remark, and a very curious one, is the prodigious increase in population since the commencement of the present century. The following figures show a most remarkable disproportion between each other:

In 1700 France contained	
In 1762 France contained	
In 1856 France contained	

And at the present day the number of births in France is very nearly 1,000,000. If 25 years be taken as the average period required for the introduction of a new generation, which, by lessening the chances of death, has exercised by that means an influence similar to the number of births. As regards the mean duration of life in France, recreation has certainly not a tendency to prolong it; for, before the great revolution, the mean duration was only 30½ years, whereas now it is 31¾ years.

As to fatality of causes may influence the number of births, but one of the principal, no doubt, exists in the state of the climate. It may be remarked that the nearer we approach the equator the greater the fecundity of women. The following table, the result of observations made with regard to the number of children for each 1,000 families in the different States of Europe:

In the Kingdom of the Two Sicilies	
In Venice	
In the Kingdom of Wurtemberg	
In the Kingdom of Bavaria	
In the Kingdom of Portugal	
In the Papal States	
In the Grand Duchy of Tuscany	
In Austria	
In Holland	
In the Grand Duchy of Mecklenburg	
In the Kingdom of France	
In Russia	
In France	
In Hanover	
In Sweden	
In Norway	
In Belgium	
In the Netherlands	

From the above table it is manifest that there is a decrease in fecundity as we advance towards the north. The difference in opposite states are very great, the extremes of the scale. The results are, however, but the difference will be found even more striking between countries more opposed in climate. Thus in Greenland, according to the statistics of Crantz, 1,000 families scarcely own more than 1,000 children; while in Brazil, 1,000 families frequently count 10,000 children, and we may easily imagine how much more populous Europe would be doubled in her climate. In the Mediterranean peculiar to them were not so frequent as they are.

It is to be concluded that in all Europe the same proportion would exist, judging from the births, were it not for the fact that the number of births would be increased by 4,000,000 if the cases were not destroyed by the numerously accurate to which the males are exposed, and which annually diminish considerably their number.

According to the statistical tables of Dr. [illegible] man, of Berlin, the proportion of births to marriages is greatly the subject

ATLANTIC OF BROOKLYN VS. BALTIC OF NEW-YORK.—The above clubs had played base innings of their match yesterday, upon the Baltic's grounds, when the rain compelled an adjournment of the game. The score stood Atlantic, 7 runs; Baltic, 1 run.

LEXINGTON vs. MERCHANTILE.—Those clubs commenced their match at Hamilton-square yesterday afternoon, and had finished four innings, when the storm put an end to the play. The Metropolitan had made 15 runs, to the Lexington's 8.

Aquatic.

REGATTA AT THE "WILLOW-COTTAGE GARDEN."—This took place at Dunlap's, foot of Eighty-eighth street, East River, yesterday. A large number of people were present to witness the sport, and the Harlem River, which was covered with a motley of every kind of craft, presented an unusually animated appearance. The first race was for single scull boats, of 30 feet or less, to go as they please. For the two handsome prizes for this race, the following yachts were entered: No 1, James Burton, 30 feet 3 inches; No. 2, Free Trader, 28 feet 6 inches; No. 3, Free Enough, 28 feet 6 inches; No. 4, Meteor, 30 feet 1 inch; No. 5, Storm of the Seas, 29 feet 5 inches; No. 6, Electric Spark, 27 feet 6 inches. The course selected was from the stake-boat to a buoy off Throgg's Point, and back—a distance of about 16 miles. Two minutes per foot was allowed, but several competitors, who were apprehensive of not being able to accomplish the distance in the time, declined entering. At four minutes past 3 o'clock the boats made a good start, sail before, except the Storm of the Seas, which took the lead and retained it throughout the race, being the only boat that was properly handled. The Meteor, with Mr. Dunlap at the helm, was a second boat, the Spark being the second boat, the Spark being the second boat, the Spark being the

MISCELLANEOUS.

HOSKINS, DUDLEY & OSBORNE,
No. 37 Nassau-st.
Have now in store their FALL IMPORTATION, to which they invite customers, retailers and others.

A MERS. SCHOOL INST'N, No. 346 BROADway, New-York, and No. 605 Chestnut-st., Philadelphia, Pa., will reopen their Schools for Young Ladies and Misses on the 15th of September. Circulars may be had at the principal Music Stores, or at the Institutions.

A LADY OF REFINED CHARACTER and extensive acquaintance in the Southern States, desires a position as Governess in a private family. Address CHARLES V. KANE, Box 1,000 Tribune Office.

A NEW INVENTION—RIGHT FOR SALE ON reasonable terms to all the orders now existing for manufacture of the article. Call and examine sample at No. 65 Cedar-st., room No. 8, from 1 to 3 o'clock P.M.

A NEW STYLE OF SHOES AND GAITERS only $2 50. WARRANTED. ALSO, $3 50 AND $4 SHOES BOOTS THAT WILL SURPRISE EVERYBODY. 1 J. JONES, NOS. 10 AND 12 ANN STREET.

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HAIR TONIC,
MICHAY PAMPHRON,
WATERBURY CAN BOX 17.

Boiled hot water, and ice sorbet is fully equal to any made by all druggists and fancy goods dealers. Wholesale depot, 208 Pearl-st.

A CARD.—THE UNDERSIGNED HAVE THIS day associated themselves together for the practice of Law, under the firm of CLARK & DILLON, and will attend to all business intrusted to their care in the Courts of this City and State, and in the Supreme Court of the United States. Office No. 49 Wall-st. CHARLES A. CLARK, CHARLES DILLON. New-York, Sept. 1, 1860

PUBLIC NOTICES.

CITY IMPROVEMENTS.—DEPARTMENT OF PUBLIC WORKS, City of New York, July 26, 1880.—NOTICE TO BUILDERS AND OTHERS.—Sealed proposals will be received at the office of the Department of Public Works, No. 31 Chambers-st., until 12 o'clock M. on SATURDAY, the 31st day of July, 1880, at which time and place they will be publicly opened by the Commissioner of Public Works, in the presence of bidders, for the following work:

For the construction of a sewer in Fifty-first-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Fifty-first-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Fifty-first-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Fifty-first-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Fifty-first-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Fifty-second-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Fifty-second-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Fifty-second-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Fifty-second-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Fifty-second-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Fifty-third-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Fifty-third-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Fifty-third-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Fifty-third-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Fifty-third-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Fifty-fourth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Fifty-fourth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Fifty-fourth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Fifty-fourth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Fifty-fourth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Fifty-fifth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Fifty-fifth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Fifty-fifth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Fifty-fifth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Fifty-fifth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Fifty-sixth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Fifty-sixth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Fifty-sixth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Fifty-sixth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Fifty-sixth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Fifty-seventh-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Fifty-seventh-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Fifty-seventh-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Fifty-seventh-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Fifty-seventh-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Fifty-eighth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Fifty-eighth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Fifty-eighth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Fifty-eighth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Fifty-eighth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Fifty-ninth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Fifty-ninth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Fifty-ninth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Fifty-ninth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Fifty-ninth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Sixtieth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Sixtieth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Sixtieth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Sixtieth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Sixtieth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Sixty-first-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Sixty-first-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Sixty-first-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Sixty-first-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Sixty-first-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Sixty-second-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Sixty-second-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Sixty-second-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Sixty-second-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Sixty-second-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Sixty-third-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Sixty-third-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Sixty-third-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Sixty-third-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Sixty-third-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Sixty-fourth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Sixty-fourth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Sixty-fourth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Sixty-fourth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Sixty-fourth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Sixty-fifth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Sixty-fifth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Sixty-fifth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Sixty-fifth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Sixty-fifth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Sixty-sixth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Sixty-sixth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Sixty-sixth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Sixty-sixth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Sixty-sixth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Sixty-seventh-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Sixty-seventh-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Sixty-seventh-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Sixty-seventh-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Sixty-seventh-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Sixty-eighth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Sixty-eighth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Sixty-eighth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Sixty-eighth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Sixty-eighth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Sixty-ninth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Sixty-ninth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Sixty-ninth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Sixty-ninth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Sixty-ninth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Seventieth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Seventieth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Seventieth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Seventieth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Seventieth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Seventy-first-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Seventy-first-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Seventy-first-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Seventy-first-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Seventy-first-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Seventy-second-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Seventy-second-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Seventy-second-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Seventy-second-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Seventy-second-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Seventy-third-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Seventy-third-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Seventy-third-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Seventy-third-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Seventy-third-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Seventy-fourth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Seventy-fourth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Seventy-fourth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Seventy-fourth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Seventy-fourth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Seventy-fifth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Seventy-fifth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Seventy-fifth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Seventy-fifth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Seventy-fifth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Seventy-sixth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Seventy-sixth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Seventy-sixth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Seventy-sixth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Seventy-sixth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Seventy-seventh-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Seventy-seventh-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Seventy-seventh-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Seventy-seventh-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Seventy-seventh-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Seventy-eighth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Seventy-eighth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Seventy-eighth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Seventy-eighth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Seventy-eighth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Seventy-ninth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Seventy-ninth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Seventy-ninth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Seventy-ninth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Seventy-ninth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Eightieth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Eightieth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Eightieth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Eightieth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Eightieth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Eighty-first-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Eighty-first-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Eighty-first-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Eighty-first-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Eighty-first-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Eighty-second-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Eighty-second-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Eighty-second-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Eighty-second-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Eighty-second-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Eighty-third-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Eighty-third-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Eighty-third-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Eighty-third-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Eighty-third-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Eighty-fourth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Eighty-fourth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Eighty-fourth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Eighty-fourth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Eighty-fourth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Eighty-fifth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Eighty-fifth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Eighty-fifth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Eighty-fifth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Eighty-fifth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Eighty-sixth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Eighty-sixth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Eighty-sixth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Eighty-sixth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Eighty-sixth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Eighty-seventh-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Eighty-seventh-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Eighty-seventh-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Eighty-seventh-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Eighty-seventh-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Eighty-eighth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Eighty-eighth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Eighty-eighth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Eighty-eighth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Eighty-eighth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Eighty-ninth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Eighty-ninth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Eighty-ninth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Eighty-ninth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Eighty-ninth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Ninetieth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Ninetieth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Ninetieth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Ninetieth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Ninetieth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Ninety-first-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Ninety-first-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Ninety-first-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Ninety-first-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Ninety-first-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Ninety-second-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Ninety-second-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Ninety-second-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Ninety-second-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Ninety-second-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Ninety-third-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Ninety-third-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Ninety-third-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Ninety-third-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Ninety-third-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Ninety-fourth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Ninety-fourth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Ninety-fourth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Ninety-fourth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Ninety-fourth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Ninety-fifth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Ninety-fifth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Ninety-fifth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Ninety-fifth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Ninety-fifth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Ninety-sixth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Ninety-sixth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Ninety-sixth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Ninety-sixth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Ninety-sixth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Ninety-seventh-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Ninety-seventh-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Ninety-seventh-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Ninety-seventh-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Ninety-seventh-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Ninety-eighth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Ninety-eighth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Ninety-eighth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Ninety-eighth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Ninety-eighth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in Ninety-ninth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in Ninety-ninth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in Ninety-ninth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in Ninety-ninth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in Ninety-ninth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in One Hundredth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in One Hundredth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in One Hundredth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in One Hundredth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in One Hundredth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in One Hundred and First-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in One Hundred and First-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in One Hundred and First-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in One Hundred and First-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in One Hundred and First-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in One Hundred and Second-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in One Hundred and Second-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in One Hundred and Second-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in One Hundred and Second-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in One Hundred and Second-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in One Hundred and Third-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in One Hundred and Third-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in One Hundred and Third-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in One Hundred and Third-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in One Hundred and Third-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in One Hundred and Fourth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in One Hundred and Fourth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in One Hundred and Fourth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in One Hundred and Fourth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in One Hundred and Fourth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in One Hundred and Fifth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in One Hundred and Fifth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in One Hundred and Fifth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in One Hundred and Fifth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in One Hundred and Fifth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in One Hundred and Sixth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in One Hundred and Sixth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in One Hundred and Sixth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in One Hundred and Sixth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in One Hundred and Sixth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in One Hundred and Seventh-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in One Hundred and Seventh-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in One Hundred and Seventh-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in One Hundred and Seventh-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in One Hundred and Seventh-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in One Hundred and Eighth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in One Hundred and Eighth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in One Hundred and Eighth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in One Hundred and Eighth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in One Hundred and Eighth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in One Hundred and Ninth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in One Hundred and Ninth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in One Hundred and Ninth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in One Hundred and Ninth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in One Hundred and Ninth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in One Hundred and Tenth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in One Hundred and Tenth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in One Hundred and Tenth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in One Hundred and Tenth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in One Hundred and Tenth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in One Hundred and Eleventh-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in One Hundred and Eleventh-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in One Hundred and Eleventh-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in One Hundred and Eleventh-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in One Hundred and Eleventh-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in One Hundred and Twelfth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in One Hundred and Twelfth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in One Hundred and Twelfth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in One Hundred and Twelfth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in One Hundred and Twelfth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in One Hundred and Thirteenth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in One Hundred and Thirteenth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in One Hundred and Thirteenth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in One Hundred and Thirteenth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in One Hundred and Thirteenth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in One Hundred and Fourteenth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in One Hundred and Fourteenth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in One Hundred and Fourteenth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in One Hundred and Fourteenth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in One Hundred and Fourteenth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in One Hundred and Fifteenth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in One Hundred and Fifteenth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in One Hundred and Fifteenth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in One Hundred and Fifteenth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in One Hundred and Fifteenth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in One Hundred and Sixteenth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in One Hundred and Sixteenth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in One Hundred and Sixteenth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in One Hundred and Sixteenth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in One Hundred and Sixteenth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in One Hundred and Seventeenth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in One Hundred and Seventeenth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in One Hundred and Seventeenth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in One Hundred and Seventeenth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in One Hundred and Seventeenth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in One Hundred and Eighteenth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in One Hundred and Eighteenth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in One Hundred and Eighteenth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in One Hundred and Eighteenth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in One Hundred and Eighteenth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in One Hundred and Nineteenth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in One Hundred and Nineteenth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in One Hundred and Nineteenth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in One Hundred and Nineteenth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in One Hundred and Nineteenth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in One Hundred and Twentieth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in One Hundred and Twentieth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in One Hundred and Twentieth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in One Hundred and Twentieth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in One Hundred and Twentieth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in One Hundred and Twenty-first-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in One Hundred and Twenty-first-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in One Hundred and Twenty-first-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in One Hundred and Twenty-first-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in One Hundred and Twenty-first-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in One Hundred and Twenty-second-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in One Hundred and Twenty-second-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in One Hundred and Twenty-second-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in One Hundred and Twenty-second-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in One Hundred and Twenty-second-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in One Hundred and Twenty-third-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in One Hundred and Twenty-third-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in One Hundred and Twenty-third-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in One Hundred and Twenty-third-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in One Hundred and Twenty-third-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in One Hundred and Twenty-fourth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in One Hundred and Twenty-fourth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in One Hundred and Twenty-fourth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in One Hundred and Twenty-fourth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in One Hundred and Twenty-fourth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in One Hundred and Twenty-fifth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in One Hundred and Twenty-fifth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in One Hundred and Twenty-fifth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in One Hundred and Twenty-fifth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in One Hundred and Twenty-fifth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in One Hundred and Twenty-sixth-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in One Hundred and Twenty-sixth-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in One Hundred and Twenty-sixth-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in One Hundred and Twenty-sixth-st., from Eleventh-ave. to Twelfth-ave.

For the construction of a sewer in One Hundred and Twenty-sixth-st., from Twelfth-ave. to the Hudson River.

For the construction of a sewer in One Hundred and Twenty-seventh-st., from Eighth-ave. to Ninth-ave.

For the construction of a sewer in One Hundred and Twenty-seventh-st., from Ninth-ave. to Tenth-ave.

For the construction of a sewer in One Hundred and Twenty-seventh-st., from Tenth-ave. to Eleventh-ave.

For the construction of a sewer in One Hundred and Twenty-seventh-st., from Eleventh-ave. to Twelfth-ave.

For the constru

The Old-Time Country Doctor's Saddle-Bags and Their Contents

The New-York Central Railroad Company has declared a regular half-yearly dividend of 2½ per cent., which is exhibit of business, we understand, which an-ticipates that the dividends will be declared for a simple of rule, implies the impossibility of effecting such change without total annihilation. We are not able to see the advantage of the old accounts being published, but others perhaps may. In the absence of sufficient data to form an opinion, we are not able to say whether the change is for the better or worse.

We are requested to state that Mr. Edward Robinson, jr., Notary of the Bank of New-York, has removed to No. 3 Pine-street.

The Little Miami Railroad Company, for the half-year ending June 1, report a gross revenue of $560,285 ; expenses, $343,363 ; dividend fund, net, after paying interest on debt and other incidental charges, $184,378.

The Wool Trade.

DOMESTIC MARKETS.

In New-York, during the past week, the demand for wool, especially desirable lots of domestic, has been good. The news from Europe has tended to encourage buyers to purchase freely, as it has had the effect of increasing the confidence of holders—whose firmness, however, has, in some degree, impeded operations. Manufacturers, having secured ample supplies in the interior at very full rates, are now believed that about seven-eighths of the entire clip of the country has passed into manufacturers' and dealers' hands, including the bulk of the fine wools, of which there is not perhaps more than 5 per cent. unsold. For foreign wool there has been a fair inquiry, but the transactions have not been to any great extent. Sales of 403 bales Mediterranean and South American at unknown rates. . . . In Philadelphia, sales have been more extensive, reaching 1,000 bales domestic fleece, 40c@—c. ; 5,000 bales pulled, 40c@—c. ; 2,000 bales Canada, 42c@—c. ; and 1,800 do. at private rates. . . . In Boston, sales of 1,000 bales Saxony, 50c@—c. ; 1,000 do. Merino, 45c@—c. ; 2,000 do. Smyrna, 18c@—c. ; 1,000 do. Cape, 30c@—c. ; 1,000 do. Buenos Ayres, 30c@—c. ; 1,000 do. Valparaiso, 30c@—c. ; 1,000 do. Peruvian, 30c@—c. ; 1,000 do. Canada, 40c@—c. ; 1